

University Area Transportation Study														
October 29, 2001		Enhances Mobility					Improves Safety			Reduces Congestion		Mitigate Environmental Impacts		
Project Number		Improves Ped/Bike Facilities	Improves Access to Activity Centers	Improves Connectivity	Improves Transit/ HOV Speed and/or Reliability	Ped/ Bike/ Transit Volumes Served	Reduces Bike/ Ped/ Vehicle Conflicts	High Accident Area Reported	Improves Safety for Transit Riders	Improves Corridor LOS	Improves Traffic Flow	Maintain Air Quality and Noise Levels	Impact on Wetland and Streams	Displacements
1-a	Establish Transit Hub/Center on Campus Parkway between 15th Ave NE and Brooklyn Ave NE. It may include bus layover spaces.	Yes - Pedestrian facility improvement	Provide opportunities for wayfinding within and to U-District	Opportunities for improved intermodal connection	May reduce the number of buses circulating through the main campus	13 KC Metro routes; several Community Transit routes			Marginal safety improvements for transferring riders		Some general purpose traffic will be diverted to other streets			Undetermined at this level of analysis.
1-b	Construct an intersection with a signal at Eastlake Ave NE and Campus Parkway/NE 40th Street. Restrict the northbound to westbound loop off-ramp and the westbound to southbound loop on-ramp to bike use only.	Yes - Pedestrian and Bicycle facilities improvement	U-District and Eastlake/downtown Seattle, east and west bound traffic,	Removes barrier of passing through north end of University Bridge that bikes/pedestrians	Yes - more direct access?	major north-south bike route; Bike: 40 and 153 AM and PM total peak hour volume (both directions),	High levels of concerns expressed by bicyclists on the existing conditions	May increase rear-end accidents on the University Bridge		needs longer NB left turn pocket; longer left turn lane will eliminate the bike lanes on Eastlake Ave NE	Signal will add delays but improve eastbound access			May impact one property
1-c	Paint a blue bike lane, or stripe a standard bike lane on the northbound curb lane of Eastlake Ave NE at the Campus Parkway exit loop ramps.	Yes - Bike facility improvement	UW, University District, North neighborhoods	Extends northbound University Bridge bike lanes, barrier of Univ Bridge for bikes and pedestrians	Not applicable - unless more certainty for bikes helps buses?	Major north-south bike route; Bike: 40 and 153 AM and PM total peak hour volume (both directions), respectively on Bridge	Addresses bike/vehicle conflicts	High levels of concerns expressed by bicyclists on the existing conditions						No
1-d	Implement small transportation facility improvements for the area bounded by NE 40th, NE Pacific Street (under University Bridge), 6th Ave NE (under I-5 Ship Canal Bridge) and Ship Canal.	Yes - Pedestrian facility improvement	Businesses along Northlake, U-District, Lower Wallingford	Access to Burke-Gilman can be improved	Yes - HOW??	Bike and pedestrian volumes data available	Road, parking and sidewalk areas can be better defined		Bus stops can be upgraded					Loss of free unrestricted parking.
1-e	Place a new bicycle activated push button, connected to the existing pedestrian signal on Eastlake Ave NE, at the southbound traffic stop bar and allow the bicycles to travel onto Harvard Avenue.	Yes - Bike facility improvement	Capitol Hill, Eastlake, Downtown Seattle	Extends southbound University Bridge bike lanes, barrier of Univ Bridge for bikes and pedestrians	Not applicable.	some bicyclists may not use this; Bike: 40 and 153 AM and PM total peak hour volume (both	Reduces bike/vehicle conflicts	High accidents reported?						no
1-f	Install a pedestrian actuated signal at Roosevelt Way/11th Ave NE and Upper 40th Street/Campus Parkway or at NE 41st Street and 11th Ave NE	Yes - Pedestrian facility improvement	An additional east-west pedestrian route	Removes barrier of crossing Roosevelt	No	At 41/Roos.: 98 and 289 am and pm pk hr ped volumes (both directions)	Reduces pedestrian accident potential	May increase rear-end accidents on the University Bridge			May reduce traffic flow slightly			No
1-g	Provide a bicycle connection between Lower 40th Street and Eastlake Ave NE in the vicinity of the north end of the University Bridge.	Yes - Bike facility improvement	U-District, Burke-Gilman trail corridor	Provide direct bike connection between Burke-Gilman and Eastlake Ave	Not applicable	Data available??								Undetermined at this level of analysis.
2-a	Improves traffic circulation on Montlake Blvd by carrying out the following projects: allow only buses and UW hospital-bound vehicles to use the northbound to westbound left turn lane at the Montlake Blvd NE and NE Pacific Street intersection; restrict	No - could negatively impact bike/ped travel without mitigation	Improves transit access to UW health complex	Convert NE Pacific St to an E-W HOV corridor in both direction	Reduces transit delays and Improves reliability	85 buses in PM peak periods make NB to WB left turn at NE Pacific St/Montlake	Has potential to reduce conflicts between vehicles on Montlake Bridge	accident area on Montlake Bridge and the section between NE Pacific Place and	Easier pedestrian crossing for bus riders at NE Pacific St.	vehicle weaving on Montlake Bridge; Reduces traffic congestion	Has potential to improve NB traffic flow		Impervious surface will be increased	pedestrian and bicycle mobility, without grade-separated measures

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October 29, 2001		Implementation Feasibility		Community Support				
Project Number		Physical Limitations	Financial Limitations	Consistent with Neighborhood Plans	Feedback from Community		Comment	Preliminary Priority
1-a	Establish Transit Hub/Center on Campus Parkway between 15th Ave NE and Brooklyn Ave NE. It may include bus layover spaces.	Can use the existing right-of-way	High capital cost	Does not support green space goal. Explore various ways to upgrade Campus Parkway to increase useable open space. Matrix p 41			Depending on the light rail route between the downtown and UW, the Transit Center may provide a good connection to a new light rail station.	Long term/Low priority
1-b	Construct an intersection with a signal at Eastlake Ave NE and Campus Parkway/NE 40th Street. Restrict the northbound to westbound loop off-ramp and the westbound to southbound loop on-ramp to bike use only.	Need to either widen the Eastlake Ave NE structure or place bike lanes on sidewalks	High capital cost with limited grant opportunities	Enhance gateway along 11 th Ave NE north of Campus Parkway. Improve the vacant triangles at NE 41 st St. and	Some attendees at the first open house expressed strong opposition.		Could fit with a Campus Parkway light rail station concept.	Long term/Low priority
1-c	Paint a blue bike lane, or stripe a standard bike lane on the northbound curb lane of Eastlake Ave NE at the Campus Parkway exit loop ramps.	Non-standard treatment. Has potential for a demonstration project	Low cost	Goal B-1: Establish and improve pedestrian and bicycle facilities in the UCUC to provide safe, convenient, and desirable surroundings that encourage walking and bicycling			Can implement within a short time, if approved by SeaTran	Short term/High priority?
1-d	Implement small transportation facility improvements for the area bounded by NE 40th, NE Pacific Street (under University Bridge), 6th Ave NE (under I-5 Ship Canal Bridge) and Ship Canal.		High cost. A good candidate for an LID for part of funding	Require sidewalks and street trees for all new development south of the Burke-Gilman Trail and east of the University Bridge. (matrix, p 7)			Need to bring the area up to current development standards. Unregulated parking should be eliminated.	Medium term/Medium Priority
1-e	Place a new bicycle activated push button, connected to the existing pedestrian signal on Eastlake Ave NE, at the southbound traffic stop bar and allow the bicycles to travel onto Harvard Avenue.		Low cost	See Goal B-1			Among several options examined, this is most feasible and cost-effective.	Short term/High priority?
1-f	Install a pedestrian actuated signal at Roosevelt Way/11th Ave NE and Upper 40th Street/Campus Parkway or at NE 41st Street and 11th Ave NE		Moderate cost				Observed vehicle speeds are high at this location.	Medium term/Low priority
1-g	Provide a bicycle connection between Lower 40th Street and Eastlake Ave NE in the vicinity of the north end of the University Bridge.	Large grade difference between Eastlake Ave NE and NE 40th St	Low cost	Improve the area around the Burke-Gilman Trail near the University Bridge, I-5 bridge, and Peace			A stairway exists but it is steep. Need to develop a physical layout	Medium term/Low priority
2-a	improves traffic circulation on Montlake Blvd by carrying out the following projects: allow only buses and UW hospital-bound vehicles to use the northbound to westbound left turn lane at the Montlake Blvd NE and NE Pacific Street intersection; restrict		High cost				interim project for Trans-Lake study. A further study is needed to address several significant design issues. Need to analyze traffic impact on event days.	Long term/Medium priority

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2-b	Provide a pedestrian overpass (or underpass) across Montlake Blvd NE at NE Pacific Street connecting UW hospital with parking areas east of Montlake Blvd.	Yes - Pedestrian facility improvement	U-District, UW, Montlake, Capitol Hill	Provides connection to Montlake, from UW, Improved access to UW parking areas east of Montlake Blvd	Not applicable	High pedestrian volumes need to cross two arterials	Reduces vehicle/bike conflicts	Reduces accident potential						Undetermined at this level of analysis.
2-c	Remove a portion of the traffic island on the west side of Montlake Blvd. at the intersection with NE Shelby Street.	Yes - Bike facility improvement	Capitol Hill, Montlake	removes barrier to biking in the street on Montlake, Could negatively affect pedestrian crossing Montlake as this is a pedestrian refuge island.	Not applicable	Bike: 62 and 84 am and pm total peak hour volume (both directions) respectively on Montlake Bridge	Reduces vehicle/bike conflicts							Pedestrian refuge island would be impacted
2-d	Widen sidewalks, eliminate blind turns, and remove over-grown landscape and trees on both sides of Montlake Blvd from SR 520 to NE Pacific Place.	Yes - Pedestrian facility improvement		Enhances bike route between Burke-Gilman trail and Montlake Bridge	Not applicable	High volumes of pedestrians and bikes: NEED Ped counts	Reduces pedestrian/bike conflicts							No
2-e	Consolidate the two mid-block pedestrian/bicycle crossings on NE Pacific Place in the vicinity of Rainer Vista and install in-pavement strobe lights.	Yes - Pedestrian and Bicycle facilities improvement	Capitol Hill, Montlake	UW campus, Burke-Gilman Trail and Montlake	Not applicable	24 am peak hour (both directions), 28 pm peak hour	Reduces vehicle/bike conflicts							View protection issues for Mount Rainier
2-f	Extend HOV lane on southbound Montlake Blvd. Reconstruct the pedestrian overpass connecting the main campus with Hec Edmundson Pavilion.	Not Applicable	North-south, North-end neighborhoods, to Montlake, SR 520	Connect with SR 520 HOV lane	Improves HOV speed and reliability	3 buses in AM peak period: 20 percent of vehicles on Montlake Blvd are HOVs.								Undetermined at this level of analysis.
2-g	Extend HOV lane on eastbound NE Pacific Street.	Not Applicable	Capitol Hill and Eastside bound buses	Provides better transit access to the Montlake freeway station	Improves transit and HOV speed and reliability- HOW? (Seattle question)	92 buses use EB HOV lane during PM peak period								Loss of on-street parking or general purpose travel lane?
2-h	Provide a bicycle/pedestrian underpass under Montlake Blvd. on the north side of the new intersection with NE Pacific Place.	Yes - Pedestrian and Bicycle facilities improvement	U-District, UW, Montlake, Capitol Hill	Provides connection to Montlake, and south, from UW	Not applicable	Crossing Montlake at Pacific Pl: 164 and 219 am and pm peak hr ped volumes (both directions)	Provides a safer crossing of Montlake Blvd.	Accident potential can be reduced						Undetermined at this level of analysis.
2-l	Place signs and pavement clues in strategic places to navigate bicyclists between the University campus and the area south of SR 520 through Montlake Cut and Burke-Gilman Trail.	Yes - Pedestrian facility improvement	U-District, UW, Montlake, Lake Washington Blvd	Intermodal connections, removes barrier of lack of information about facilities	Not applicable	High levels of bike use								No
2-j	Modify the existing SR 520 southbound to eastbound HOV loop on-ramp to enable buses enter the SR 520 freeway station.	Not Applicable	Eastside bound transit routes	Provides better transit access to the Montlake freeway station	Yes - more direct access?	30 buses use HOV lane on the SR 520 loop ramp during PM peak period	May create an unsafe merge		Reduces the number of bus riders needing to cross Montlake Blvd.					Undetermined at this level of analysis.

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2-b	Provide a pedestrian overpass (or underpass) across Montlake Blvd NE at NE Pacific Street connecting UW hospital with parking areas east of Montlake Blvd.	Must be designed to meet ADA requirements	High cost		Positive feedback		This project is not directly tied to 2-a	Medium term/Medium priority
2-c	Remove a portion of the traffic island on the west side of Montlake Blvd. at the intersection with NE Shelby Street.		Low cost				A low cost project, which can be implemented with existing resource.	Short term/High priority
2-d	Widen sidewalks, eliminate blind turns, and remove over-grown landscape and trees on both sides of Montlake Blvd from SR 520 to NE Pacific Place.		Low cost		Positive feedback		A low cost project, which can be implemented with existing resources.	Short term/High priority
2-e	Consolidate the two mid-block pedestrian/bicycle crossings on NE Pacific Place in the vicinity of Rainer Vista and install in-pavement strobe lights.		Medium cost				The location of the crosswalk should be at the highest point of NE Pacific Place.	Short term/High priority
2-f	Extend HOV lane on southbound Montlake Blvd. Reconstruct the pedestrian overpass connecting the main campus with Hec Edmundson Pavilion.	Cost can be reduced if Burke-Gilman can substitute as a sidewalk	Medium cost				This southbound roadway is highly congested with long queues. 300 to 350 vehicles in AM and PM peak hours are HOVs.	Medium term/Low priority
2-g	Extend HOV lane on eastbound NE Pacific Street.	Starting point should be examined in relationship to the pedestrian overpass	Medium cost				Coordination with UW expansion project is needed.	Medium term/High priority
2-h	Provide a bicycle/pedestrian underpass under Montlake Blvd. on the north side of the new intersection with NE Pacific Place.		High cost	Underpass. Construct a bicycle and pedestrian underpass on Montlake Boulevard just north of the			It would be difficult to implement two new undercrossings (2b and this project).	Medium term/Medium priority
2-i	Place signs and pavement clues in strategic places to navigate bicyclists between the University campus and the area south of SR 520 through Montlake Cut and Burke-Gilman Trail.		Low cost					Short term/Medium priority
2-j	Modify the existing SR 520 southbound to eastbound HOV loop on-ramp to enable buses enter the SR 520 freeway station.		Metro/WSDOT project. Medium cost				This project is to provide easier transfers. However, such transfers can be done at other freeway stations on the east side of Lake Washington	Long term/Low priority

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3-a	Provide left turn lane at major arterial intersections on NE 65th Street. Remove on-street parking at major intersections where left turn pockets are needed, including NB 25th Ave south of NE 65th Street.	Not Applicable	65th commercial district, Roosevelt High School	Barrier for transit ??	Yes - HOW??	Bus Routes 68, 243, 372 on 25th and 71, 76 on 65th	35th Ave NE/ NE 65th St: high ped accident area	15th Ave NE/ NE 65th St: high accident area		Improves LOS during non-peak periods: slight degradation during peak periods	Improves traffic flow on 25th Ave NE			On-street parking for businesses, residents?
3-b	Provide short signal cycles to reduce pedestrian/bike wait time at the NE 45th Street/I-5 ramp intersections.	Yes - Pedestrian facility improvement	U-District commercial district, Wallingford	Reduce ped/bike delays	Undetermined at this level of analysis.	NE 45th is major E-W ped and bike route								No
3-c	Conduct a study to evaluate the feasibility of an east-west bus rapid transit system (or intermediate capacity transit) connecting the University area with the Ballard area.	Not Applicable	Ballard, Fremont, Wallingford, U-District	Reduces barrier of slow transit speeds	It is a priority transit corridor identified in the ITC study	Route 44								Potentially, understood as part of study
3-d	Operate Lower 40th Street between 7th Ave NE and Brooklyn Ave NE as a two-way street.	No - removes bike facility, westbound travel lane is bikes only	An additional east-west motor vehicle/transit route	Positive motor vehicle connection, reduced bicycle connection	Yes - more direct access?	Data available??	Adds traffic to the UW campus area east of Eastlake Ave NE			Reduces LOS at NE 40th and 7th Ave	May Improve E-W traffic flow on Northlake/NE Pacific St			Loss of bicycle facility
4-a	Designate 20th Ave NE from NE 65th Street to NE 45th Street as a bike way and stripe the southbound (uphill) lane wider by shifting the center lines from Ravenna Blvd to NE 50th St. Consider traffic calming measures at intersections on 20th Ave NE from NE 50th Street to NE 54th Street including the intersection of NE 54th St and 21st Ave NE.	Yes - Bike facility improvement	North-end neighborhoods, U-District, Downtown Seattle	Connects residential neighborhoods with UW, U-District and Downtown Seattle	Not applicable	Data available??	Narrowing the street will act as traffic calming							Narrowing or shifting travel lanes would slow vehicle traffic
4-b	Designate Brooklyn Ave NE from NE 65th Street to NE Pacific Street as a bike way. Stripe bike lanes south of 43rd Street where the street is wide enough.	Yes - Bike facility improvement	U-District, UW	Missing link between Ravenna Blvd bike lanes and UW, U-District	Not applicable	Major bike route connecting with Ravenna Blvd bike lanes								Undetermined at this level of analysis.
5-a	Add a queue bypass lane on northbound 7th Avenue NE south of NE 45th and create an intersection where the I-5 northbound off-ramp intersects with 7th Ave NE; place a sign not to block the intersection.	Not Applicable	East-West on NE 45th, U-District, Wallingford	Removes transit barrier	Bus travel time savings-relatively significant	4 routes, 28 buses in AM peak period, 26 buses in PM peak period								Undetermined at this level of analysis.

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Project Number		Physical Limitations	Financial Limitations	Consistent with Neighborhood Plans	Feedback from Community		Comment	
3-a	Provide left turn lane at major arterial intersections on NE 65th Street. Remove on-street parking at major intersections where left turn pockets are needed, including NB 25th Ave south of NE 65th Street.	The signals are controlled by WSDOT	Low cost				removed but on-street parking in other areas can be extended into peak hours. This project can be integrated into the planned CIP. Several redevelopment proposals can include the removal of on-street parking.	Short term/High priority
3-b	Provide short signal cycles to reduce pedestrian/bike wait time at the NE 45th Street/I-5 ramp intersections.		Low cost		Strong community support			Short term/High priority
3-c	Conduct a study to evaluate the feasibility of an east-west bus rapid transit system (or intermediate capacity transit) connecting the University area with the Ballard area.		High cost				No evaluation can be done without developing specifics, which will be done in the study.	Short term/High priority
3-d	Operate Lower 40th Street between 7th Ave NE and Brooklyn Ave NE as a two-way street.		Medium cost		Expect strong opposition from UW		LOS at the intersection of 7th Ave NE and NE 40th will operate poorly. A signal with roadway improvements may be needed.	Medium term/Low priority
4-a	Designate 20th Ave NE from NE 65th Street to NE 45th Street as a bike way and stripe the southbound (uphill) lane wider by shifting the center lines from Ravenna Blvd to NE 50th St. Consider traffic calming measures at intersections on 20th Ave NE from NE 50th Street to NE 54th Street including the intersection of NE 54th St and 21st Ave NE.		Medium Cost	Consistent with neighborhood plan	Mixed support		20th Ave NE is a collector arterial south of Ravenna Blvd.	Medium term/Medium priority
4-b	Designate Brooklyn Ave NE from NE 65th Street to NE Pacific Street as a bike way. Stripe bike lanes south of 43rd Street where the street is wide enough.		Low cost	Consistent with neighborhood plan. Improve Brooklyn Ave. NE as a green street and signed			Brooklyn Ave should be declassified as a collector arterial.	Short term/High priority
5-a	Add a queue bypass lane on northbound 7th Avenue NE south of NE 45th and create an intersection where the I-5 northbound off-ramp intersects with 7th Ave NE; place a sign not to block the intersection.	Need WSDOT concurrence	Medium cost					Medium term/Medium priority

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5-b	Construct a new pedestrian/bike-only overpass at NE 47th Street, (or at a location between NE 47th and NE 50th) over I-5 connecting Wallingford with the University area. Designate NE 47th and the overpass as an east-west bike route.	Yes - Pedestrian and Bike facilities improvement	East - West, Wallingford, U-District	Removes I-5 barrier and enhances linkage between U-District with Wallingford	Not applicable	New connection btw Wallingford, U-District. Estimates from other projects?	Eliminates ped and bike conflicts with vehicles on NE 45th and 50th corridors	High pedestrian accidents along NE 45th St.						Concept developed has no property displacements
5-c	Reconstruct NE 45th and NE 50th overpasses over I-5 with adequate vehicle storage spaces and sidewalks.	Yes - Pedestrian facility improvement	East - West, Wallingford, U-District	Addresses limited barrier of walking along I-5, although does not address crossing freeway on and off-ramps.	Not applicable	More ped volumes on 45th according to UW TMP data					Added vehicle storage spaces improve traffic			No
6-a	Provide a new pedestrian/bike trail connecting Burke-Gilman trail with the main signalized U-Village entrance (NE 47th Street) on 25th Ave NE. Maintain the existing mid-block crosswalk on 25th Ave NE under the NE 45th viaduct.	Yes - Pedestrian and Bicycle facilities improvement	Improves access to U-Village	Connects Burke-Gilman Trail to University Village	Not applicable	Counts along B-G trail near 200 for am and pm peak hour.	Provides safer ped connection between UW campus and U-Village							Runs through City ROW, UW and private property
6-b	Improves Burke-Gilman Trail crossing at 25th Ave NE.	Yes - Bike facility improvement	University Village, along B-G trail corridor	Intersection barrier, slows right-turning vehicles from Blakely to 25th Ave NE	Undetermined at this level of analysis.	High ped/bike volumes		High bike accident location						Undetermined at this level of analysis.
6-c	Improves the intersection geometry of Ravenna Place NE/NE 55th by tightening intersection corners.	Yes - Pedestrian and Bicycle facilities improvement	Ravenna Park, University Village, along Burke-Gilman trail corridor	Connects Ravenna Park to senior/accessible housing on Blakely	Undetermined at this level of analysis.	Route 74 local and express.	Reduces vehicle speeds							Undetermined at this level of analysis.
6-d	Reconstruct NE Blakely Street/30th Ave NE/Union Bay Place from 25th Ave NE to NE 45th Street with curbs, gutters, and sidewalks on both sides of the streets.	Yes - Pedestrian facility improvement	U-Village is a significant activity center	Connects Blakely to U-Village from residential neighborhoods, and along Blakely business district	Not applicable	Data available??								Undetermined at this level of analysis.

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5-b	Construct a new pedestrian/bike-only overpass at NE 47th Street, (or at a location between NE 47th and NE 50th) over I-5 connecting Wallingford with the University area. Designate NE 47th and the overpass as an east-west bike route.	WSDOT right-of-way	High cost	Supported by neighborhood plans. NE 47 th St. between 7 th Ave. NE and 22 nd Ave. NE. Install pedestrian bulbs and other amenities including improved sidewalks, lights, and street trees, where possible. (See B11) Upper UCUC East- West on NE 47 th St. Establish an east west bicycle street between 8 th Ave. NE and 22 nd Ave. NE with signage linking it to other bicycle streets.	Strongly supportive		May have to rely on WSDOT to fund. A study may be needed to estimate usage/demand.	Long term/High priority
5-c	Reconstruct NE 45th and NE 50th overpasses over I-5 with adequate vehicle storage spaces and sidewalks.		Very expensive	across I- 5 at NE 45 St by providing signage, bicycle and pedestrian refuges, railings, and other improvements that would reduce the potential for vehicle-			Should be considered in the WSDOT study to improve operation of I-5.	Long term/low priority
6-a	Provide a new pedestrian/bike trail connecting Burke-Gilman trail with the main signalized U-Village entrance (NE 47th Street) on 25th Ave NE. Maintain the existing mid-block crosswalk on 25th Ave NE under the NE 45th viaduct.		Medium Cost		Many comments on the need to have better connections to U-Village from Campus		This project channels pedestrians to a signalized crossing location. Can be implemented in phases.	Medium term/High priority
6-b	Improves Burke-Gilman Trail crossing at 25th Ave NE.		Low cost				Several ideas have been identified but no clear consensus has emerged.	Short term/High priority
6-c	Improves the intersection geometry of Ravenna Place NE/NE 55th by tightening intersection corners.		Medium cost	1) Crosswalk and curb bulbs between Ravenna Park and the intersection of NE 54 th St. and	Strong support expressed		Arterial intersections. Need to coordinate with bike trail improvement (6-l)	Medium term/High priority
6-d	Reconstruct NE Blakely Street/30th Ave NE/Union Bay Place from 25th Ave NE to NE 45th Street with curbs, gutters, and sidewalks on both sides of the streets.		Medium cost	Place. Establish parking controls, construct sidewalks, improve drainage, install traffic calming	Strong support expressed		This is an arterial corridor.	Medium term/Medium priority

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6-e	Improve safety of the Burke-Gilman trail crossing at the intersection of 30th Ave NE and NE Blakely Street. Consolidate driveways and install a traffic signal at the intersection of 30th Ave NE and the University Village driveway.	Yes - Pedestrian and Bicycle facilities improvement	University Village, along Burke-Gilman trail corridor	Would delay bike travel through the area with new signal	Not applicable	Data available??	Significant safety improvements	High bike accident location		Improves intersection LOS				Undetermined at this level of analysis.
6-f	Add pedestrian crossings at the intersection of Pend Oreille Road and 25th Ave NE. Add an adequate sidewalk or trail from this intersection to the south entrance of University Village and to a bus stop at the intersection of Montlake Blvd and NE 45th Street.	Yes - Pedestrian facility improvement	U-Village is a significant activity center	removes barrier of crossing 25th/Pend Oreille intersection	Not applicable	From TMP data: 86 and 87 am and pm peak hour pedestrian volumes at intersection. Bus routes 31,67,68, 65,372, 243								No
6-g	Add a sidewalk on the west side of 30th Ave NE from Union Bay Place NE to NE 55th Street.	Yes - Pedestrian facility improvement	U-Village is a significant activity center	Provides missing link to U-Village from residential neighborhoods, and along Blakely business district	Not applicable	Data available??	No ped facility exists							Undetermined at this level of analysis.
6-h	Add a sidewalk on the south side of NE 50th Street from 30th Ave NE to 35th Ave NE.	Yes - Pedestrian facility improvement	U-Village is a significant activity center	Provides missing link to U-Village from residential neighborhoods, and along Blakely business district	Not applicable	Data available??	No ped facility exists							Undetermined at this level of analysis.
6-I	Develop a bicycle trail along the southern edge of Ravenna Park from 15th Ave NE to 22nd Ave NE. Develop a bicycle trail that connects the Ravenna bicycle lanes with this trail.	Yes - Bike facility improvement	Greenlake to Ravenna Park, University Village, along Burke-Gilman	Connect the existing bike lanes on Ravenna from Brooklyn Ave	Not applicable	Data available??	Reduces vehicle/ bike conflicts on Ravenna Blvd.	15th/Ravenna Blvd. is a high bike accident intersection						Runs through SeaTran, Parks property; Potential conflicts with
6-j	Restrict unregulated parking in city's right-of-way in the areas surrounding University Village.	Not Applicable	University Village	Not Applicable	Indirect incentive to use transit??	Not applicable								Loss of unrestricted parking.

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October 29, 2001		Implementation Feasibility		Community Support				
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6-e	Improve safety of the Burke-Gilman trail crossing at the intersection of 30th Ave NE and NE Blakely Street. Consolidate driveways and install a traffic signal at the intersection of 30th Ave NE and the University Village driveway.	UW and U-Village must work together	Medium cost	University Village Access. Maintain controlled access at the 'north gate' connecting through UW family housing to Burke- Gilman. Improve pedestrian and vehicular safety at access drives on south side and east side of Village. Investigate ADA access from 25 th Ave. NE to University Village parking lot. (See also B3, A21) Matrix p 30				Medium term/High priority
6-f	Add pedestrian crossings at the intersection of Pend Oreille Road and 25th Ave NE. Add an adequate sidewalk or trail from this intersection to the south entrance of University Village and to a bus stop at the intersection of Montlake Blvd and NE 45th Street.		Low cost				Add a ped signal and crosswalk on the north side of the intersection.	Medium term/Medium priority
6-g	Add a sidewalk on the west side of 30th Ave NE from Union Bay Place NE to NE 55th Street.		Medium cost	2) Sidewalk on west side of 30 th Ave. NE between Blakeley and NE 55 th St. which winds around existing trees, with drainage and curb bulbs at Blakely . Matrix p 34	Community supported			Medium term/Medium priority
6-h	Add a sidewalk on the south side of NE 50th Street from 30th Ave NE to 35th Ave NE.		Medium cost	2) Sidewalk on west side of 30 th Ave. NE between Blakeley and NE 55 th St. which winds around existing trees, with drainage and curb bulbs at Blakely . Matrix p 34	Community supported			Medium term/Medium priority
6-I	Develop a bicycle trail along the southern edge of Ravenna Park from 15th Ave NE to 22nd Ave NE. Develop a bicycle trail that connects the Ravenna bicycle lanes with this trail.	Coordination with Park Dept is needed	Medium cost		Community supported			Medium term/High priority
6-j	Restrict unregulated parking in city's right-of-way in the areas surrounding University Village.		Low cost				This issue has been studied in the U-Village expansion EIS.	Short term/High priority

University Area Transportation Study														
October 29, 2001		Enhances Mobility					Improves Safety			Reduces Congestion		Mitigate Environmental Impacts		
Project Number		Improves Ped/Bike Facilities	Improves Access to Activity Centers	Improves Connectivity	Improves Transit/ HOV Speed and/or Reliability	Ped/ Bike/ Transit Volumes Served	Reduces Bike/ Ped/ Vehicle Conflicts	High Accident Area Reported	Improves Safety for Transit Riders	Improves Corridor LOS	Improves Traffic Flow	Maintain Air Quality and Noise Levels	Impact on Wetland and Streams	Displacements
6-l	Consolidate the Office Depot and University Village access driveways into a single road, aligned with NE 49th Street on the opposite side of 25th Ave NE.	Not Applicable	U-Village is a significant activity center	Improved access management on 25th Ave NE	Not applicable	Not applicable		25th Ave NE from NE 49th to Blakely is high accident location.						No
7-a	Construct a new bus-only/HOV ramp (southbound off-ramp and northbound on-ramp) in the vicinity of NE 40th Street in the I-5 right-of-way, connecting NE 40th Street with the I-5 express lanes.	Not Applicable	North and South along I-5 corridor		Will bypass I-5 mainline congestion. Avoid congested NE 45th	AM: SB buses-39 PM: NB buses-41								Undetermined at this level of analysis.
7-b	Construct a new southbound bus-only/HOV lane extending the I-5 southbound off-ramp on the I-5 mainline in the vicinity of NE 40th Street connecting the southbound I-5 mainline with NE 40th Street.	Not Applicable	North-South along I-5 corridor?		Yes - more direct access?	AM: SB buses 39 (if project 7-a is not built)								Undetermined at this level of analysis.
7-c	Reconstruct Upper NE 40th Street and Lower NE 40th Street from I-5 to Eastlake Ave NE (Campus Parkway). Make this	Bicycle facilities improvement	Wallingford, Fremont, U-District	UW and Lower Wallingford, Burke-	Supports added east-west transit service.	Some bike, ped counts available.	Increases bus/bike conflicts		Some bike, ped counts available.					displacement of bicycle facility.
7-d	Provide a grade-separated transit circulator system connecting a Sound Transit light rail station with major travel destinations such as the UW hospital, U-Village and the UW Main campus.	Not Applicable	UW Hospital, U-Village and UW main campus, U-District	Provides missing link as high-speed rail	Increase speed and reliability for transit, but many riders must transfer	Not applicable								Undetermined at this level of analysis.
7-e	Provide adequate space for two southbound through lanes on 15th Ave NE south of NE 45th Street and extend the northbound to westbound left turn lane. On-street parking on the west side of 15th Ave NE south of NE 45th Street should be removed.	Not Applicable	Capitol Hill, Montlake, Downtown Seattle bound buses	Barrier to transit on 15th Ave NE	Yes	Bus routes 7, 9, 43, 44, 45, 48, 70, 270, 272, 277								Loss of on-street parking, loading zone for day care center.
7-f	Allow pedestrians and bicycles to use the unused ramp from Lake Washington Blvd to the north side of SR 520.	Yes - Pedestrian and Bicycle facilities improvement	U-District, UW, Montlake, Lake Washington Blvd	removes barrier of Montlake area, creates new connection	Not applicable	New connection btw Lake Washington Blvd and north of Montlake bridge	Alternative bike route to the narrow Lake Washington Blvd route							No.
7-g	Add a short northbound to westbound left turn lane at the intersection of 15th Ave NE and Ravenna Blvd by removing parking spaces on the northbound lane of NE 15th Ave NE.	Not Applicable	North and west-bound to Roosevelt, Greenlake	Not Applicable	Yes	Buses on 15th: 48, 270, 272, 277		High vehicle accident location						Loss of on-street parking for residential buildings
7-h	Install safe, and convenient bicycle parking.	Yes - Bike facility improvement	Within U-District	removes barrier	Not applicable	Within U-District	Not applicable	Not applicable						No
7-l	Add an HOV queue bypass lane on the I-5 southbound-off ramp at the intersection with NE 45th Street.	Not Applicable	North-South along I-5 corridor?	Removes transit barrier	Improves bus travel time	AM peak period: 28 buses, PM peak period: 0				May decrease capacity at NE 45th/I-5 off-ramp	May interfere with I-5 SB mainline flow			Undetermined at this level of analysis.
7-j	Improve intersection operation at 25th Ave NE and NE 55th Street by restricting on-street parking on eastbound NE 55th Street and southbound 25th Ave NE to add left turn pockets.	Not Applicable	University Village, North-bound, Ravenna	Barrier to transit??	Yes	Bus routes 68,243,372		High vehicle accident location			Improves traffic flow			Loss of on-street parking for businesses
7-k	Add an HOV queue bypass lane on SR 520 WB off-ramp at Montlake Blvd. Separate GP lane from HOV lane. Consider signalizing the GP lane approach to Montlake Blvd.	Not Applicable	From Eastside to U-District, Downtown Seattle	Removes transit barrier	Yes - HOW??	AM peak period: 34 buses, PM peak period: 19 buses								Undetermined at this level of analysis.

University Area Transportation Study						Estimated Planning Level Cost Estimates		Preliminary Priority
October 29, 2001		Implementation Feasibility		Community Support				
Project Number		Physical Limitations	Financial Limitations	Consistent with Neighborhood Plans	Feedback from Community		Comment	
6-l	Consolidate the Office Depot and University Village access driveways into a single road, aligned with NE 49th Street on the opposite side of 25th Ave NE.		Medium cost	Institutional limitation: private properties must agree			This is an access issue on private properties.	Long term/Medium priority
7-a	Construct a new bus-only/HOV ramp (southbound off-ramp and northbound on-ramp) in the vicinity of NE 40th Street in the I-5 right-of-way, connecting NE 40th Street with the I-5 express lanes.	Steep grade	High cost				Assumes that no King County bus will use this new access. The existing service concept must be changed.	Long term/High priority
7-b	Construct a new southbound bus-only/HOV lane extending the I-5 southbound off-ramp on the I-5 mainline in the vicinity of NE 40th Street connecting the southbound I-5 mainline with NE 40th Street.	May be difficult to place buses on 5th Ave.	Medium cost				Wallingford community may not support this concept. The benefit of this project is small if a new ramp to I-5 Express Lanes is built (7-a).	Long term/Low priority
7-c	Reconstruct Upper NE 40th Street and Lower NE 40th Street from I-5 to Eastlake Ave NE (Campus Parkway). Make this	use of Lower 40th for bus traffic	Medium cost	around the Burke-Gilman Trail near the			This project is tied to 7-a and 7-b.	Long term/High priority
7-d	Provide a grade-separated transit circulator system connecting a Sound Transit light rail station with major travel destinations such as the UW hospital, U-Village and the UW Main campus.		High cost				This involves major changes in the existing transit service concept. Implementation is much beyond the planning horizon of this study.	Long term/Low priority
7-e	Provide adequate space for two southbound through lanes on 15th Ave NE south of NE 45th Street and extend the northbound to westbound left turn lane. On-street parking on the west side of 15th Ave NE south of NE 45th Street should be removed.		Low cost		Local access needs must be addressed			Short term/High priority
7-f	Allow pedestrians and bicycles to use the unused ramp from Lake Washington Blvd to the north side of SR 520.		Low cost		Strong community support		Can be connected with Arboretum train along Lake Washington Blvd. Not city right -of-way. Needs permission from WSDOT.	Short term/Medium priority
7-g	Add a short northbound to westbound left turn lane at the intersection of 15th Ave NE and Ravenna Blvd by removing parking spaces on the northbound lane of NE 15th Ave NE.	The left turn pocket may not work for vehicles on Ravenna.	Low cost				A signal should be considered, which was not supported by the community several years ago.	Short term/High priority
7-h	Install safe, and convenient bicycle parking.		Low cost	Areas. Increase the number of required bicycle parking stalls for developments in areas in the UCUC.			Need to identify where facilities are needed.	Short term/Medium priority
7-l	Add an HOV queue bypass lane on the I-5 southbound-off ramp at the intersection with NE 45th Street.	Significant problem to add additional lane at approach to NE 45th	High cost				Need to extend/build a bridge. May have to close 5th Ave north of the I-5 off-ramp. One of the SB lanes on 5th Ave NE approaching NE 45th will have to be converted to HOV use only. This may be a substitute for 7-a project.	Long term/Medium Priority
7-j	Improve intersection operation at 25th Ave NE and NE 55th Street by restricting on-street parking on eastbound NE 55th Street and southbound 25th Ave NE to add left turn pockets.		Low cost					Short term/High priority
7-k	Add an HOV queue bypass lane on SR 520 WB off-ramp at Montlake Blvd. Separate GP lane from HOV lane. Consider signaling the GP lane approach to Montlake Blvd.		Medium cost				This may be an early action of Trans-Lake project.	Medium term/High priority

University Area Transportation Study														
October 29, 2001		Enhances Mobility					Improves Safety			Reduces Congestion		Mitigate Environmental Impacts		
Project Number		Improves Ped/Bike Facilities	Improves Access to Activity Centers	Improves Connectivity	Improves Transit/ HOV Speed and/or Reliability	Ped/ Bike/ Transit Volumes Served	Reduces Bike/ Ped/ Vehicle Conflicts	High Accident Area Reported	Improves Safety for Transit Riders	Improves Corridor LOS	Improves Traffic Flow	Maintain Air Quality and Noise Levels	Impact on Wetland and Streams	Displacements
8-a	Reconstruct sidewalks along 15th Avenue NE between NE 50th and NE Pacific Street to optimal (17 feet) width to accommodate pedestrian and bus riders. Install street trees, lighting and other pedestrian facilities.	Yes - Pedestrian facility improvement	Improves access to LR stations	Intermodal connection to transit station	Not applicable	Future LRT ridership								Undetermined at this level of analysis.
8-b	Provide specialized at-grade crossing, such as paving treatment, at the intersection of 15th Avenue NE and NE 43rd Street.	Yes - Pedestrian facility improvement	Improves access to LR stations	Intermodal connection to transit station	Undetermined at this level of analysis.	Future LRT ridership								No
8-c	Provide specialized at-grade crossing, such as paving treatment, at the intersection of 15th Ave NE near the north entrance of NE Pacific St. Station	Yes - Pedestrian facility improvement	Improves access to LR stations	Intermodal connection to transit station	Undetermined at this level of analysis.	Future LRT ridership								No
8-d	Complete street and sidewalk improvements between Roosevelt Avenue NE and light rail station on NE 43rd Street to	Yes - Pedestrian facility improvement	Improves access to LR stations	connection to transit station	Undetermined at this level of analysis.	Future LRT ridership								Undetermined at this level of analysis.
8-e	Complete street and sidewalk improvements between Roosevelt Avenue NE and 20th Ave NE on NE 45th Street to enhance pedestrian connections to the light rail station.	Yes - Pedestrian facility improvement	Improves access to LR stations	Intermodal connection to transit station	Undetermined at this level of analysis.	Future LRT ridership								Undetermined at this level of analysis.
8-f	Improve pedestrian access from transit stops to stations on University Way NE	Yes - Pedestrian facility improvement	Improves access to LR stations	Intermodal connection to transit station	Undetermined at this level of analysis.	Future LRT ridership								Undetermined at this level of analysis.
8-g	Improve pedestrian access by providing a walkway through parking lot from University Way NE to north Pacific Station entrance.	Yes - Pedestrian facility improvement	Improves access to LR stations	Intermodal connection to transit station	Undetermined at this level of analysis.	Future LRT ridership								Undetermined at this level of analysis.
8-h	Improve connectivity of Pacific Station South entrance by providing sidewalks along south side of NE Pacific Street and east side of	Yes - Pedestrian facility improvement	Improves access to LR stations	Intermodal connection to transit	Undetermined at this level of analysis.	Future LRT ridership								Undetermined at this level of analysis.
8-l	Provide adequate bicycle parking spaces and facilities at the two light rail stations in the University area.	Yes - Bike facility improvement	Improves access to LR stations	Intermodal connection to transit station	Not applicable	See bike parking estimates from SAP/SeaTran								Undetermined at this level of analysis.
8-j	Consider bike route connections along NE 45th Street to 17th Avenue NE, 20th Avenue NE and Brooklyn Avenue NE.	Yes - Bike facility improvement	Improves access to LR stations	Intermodal connection to transit station	Undetermined at this level of analysis.	Data available??								Undetermined at this level of analysis.
9-a	Implement the pedestrian pushbutton practice policy, which was adopted in October 2000.	Yes - Pedestrian facility improvement	Within U-District	Reduces pedestrian delay at intersections	Not applicable	Large number pedestrians in U-District, see UW data								No
9-b	following intersections: NE 45th St and University Way NE; NE 43rd and University Way NE; and 15th Ave NE and NE 40th Street.	Yes - Pedestrian facility improvement	Within U-District	Reduces pedestrian delay at intersections	Undetermined at this level of analysis.	counts: 256, 759, 272, 525 at 43rd (starting at the top, clockwise), Current:		NE 45th/University Way NE: high pedestrian accidents		Reduces traffic flow on NE 45th and 15th Ave NE	Negative impact on traffic flow on NE 45th Street			Not applicable
9-c	Evaluate signal operation on University Way NE at NE 42nd Street and NE 43rd Street to assure adequate pedestrian crossings.	Yes - Pedestrian facility improvement	Within U-District	Reduces pedestrian delay at intersections		759, 272, 525 at 43rd (starting at the top, clockwise), 296, 449, 264, 388 at 42nd.								No
10-a	Strengthen TMP process by developing Guidebook.	Not Applicable	Not Applicable	Not Applicable	Indirect incentive to use transit??									No
10-b	Implement TDM strategy: expand Access Package to Area Pass.	Not Applicable	Not Applicable	Not Applicable	Yes - through helping ridership									No

University Area Transportation Study						Estimated Planning Level Cost Estimates		
October 29, 2001		Implementation Feasibility		Community Support				
Project Number		Physical Limitations	Financial Limitations	Consistent with Neighborhood Plans	Feedback from Community		Comment	Preliminary Priority
8-a	Reconstruct sidewalks along 15th Avenue NE between NE 50th and NE Pacific Street to optimal (17 feet) width to accommodate pedestrian and bus riders. Install street trees, lighting and other pedestrian facilities.		Medium cost				This project is consistent with City plan used to negotiate with Sound Transit mitigations related to LR stations.	Medium term/High priority
8-b	Provide specialized at-grade crossing, such as paving treatment, at the intersection of 15th Avenue NE and NE 43rd Street.		Medium cost	NE 42 nd and 41 st Sts. between the Ave and campus. Add pedestrian bulbs and other amenities			This project is consistent with City plan used to negotiate with Sound Transit mitigations related to LR stations.	Medium term/High priority
8-c	Provide specialized at-grade crossing, such as paving treatment, at the intersection of 15th Ave NE near the north entrance of NE Pacific St. Station		Medium cost				This project is consistent with City plan used to negotiate with Sound Transit mitigations related to LR stations.	Medium term/High priority
8-d	Complete street and sidewalk improvements between Roosevelt Avenue NE and light rail station on NE 43rd Street to		Medium cost	between the Ave and the campus.			negotiate with Sound Transit mitigations related to LR stations.	Medium term/High priority
8-e	Complete street and sidewalk improvements between Roosevelt Avenue NE and 20th Ave NE on NE 45th Street to enhance pedestrian connections to the light rail station.		Medium cost				This project is consistent with City plan used to negotiate with Sound Transit mitigations related to LR stations.	Medium term/High priority
8-f	Improve pedestrian access from transit stops to stations on University Way NE		Medium cost				This project is consistent with City plan used to negotiate with Sound Transit mitigations related to LR stations.	Medium term/High priority
8-g	Improve pedestrian access by providing a walkway through parking lot from University Way NE to north Pacific Station entrance.		Medium cost				This project is consistent with City plan used to negotiate with Sound Transit mitigations related to LR stations.	Medium term/High priority
8-h	Improve security of Pacific Station south entrance by providing sidewalks along south side of NE Pacific Street and east side of		Medium cost				This project is consistent with City plan used to negotiate with Sound Transit mitigations related to	Medium term/High priority
8-l	Provide adequate bicycle parking spaces and facilities at the two light rail stations in the University area.		Medium cost	Bicycle Parking Areas. Increase the number of required bicycle parking stalls for developments in			This project is consistent with City plan used to negotiate with Sound Transit mitigations related to LR stations.	Medium term/High priority
8-j	Consider bike route connections along NE 45th Street to 17th Avenue NE, 20th Avenue NE and Brooklyn Avenue NE.		Medium cost				This project is consistent with City plan used to negotiate with Sound Transit mitigations related to LR stations.	Medium term/High priority
9-a	Implement the pedestrian pushbutton practice policy, which was adopted in October 2000.		Medium cost (Staff cost)		High community support			Short term/High priority
9-b	following intersections: NE 45th St and University Way NE; NE 43rd and University Way NE; and 15th Ave NE and NE 40th Street.		Low cost		High community support		May want to conduct a demonstration project at University Way NE/ NE 43rd. High priority for this location. Low priority for other locations.	Medium term/High priority
9-c	Evaluate signal operation on University Way NE at NE 42nd Street and NE 43rd Street to assure adequate pedestrian crossings.		Low cost	and 43 rd Sts. from I-5 to the campus as green streets. Focus special attention on	High community support			Short term/High priority
10-a	Strengthen TMP process by developing Guidebook.		Medium cost				Cost is not for capital but for staff.	Short term/High priority
10-b	Implement TDM strategy: expand Access Package to Area Pass.		Medium cost				Cost is not for capital but for staff.	Short term/High priority

University Area Transportation Study														
October 29, 2001		Enhances Mobility					Improves Safety			Reduces Congestion		Mitigate Environmental Impacts		
Project Number		Improves Ped/Bike Facilities	Improves Access to Activity Centers	Improves Connectivity	Improves Transit/ HOV Speed and/or Reliability	Ped/ Bike/ Transit Volumes Served	Reduces Bike/ Ped/ Vehicle Conflicts	High Accident Area Reported	Improves Safety for Transit Riders	Improves Corridor LOS	Improves Traffic Flow	Maintain Air Quality and Noise Levels	Impact on Wetland and Streams	Displacements
10-c	Implement TDM strategy: parking cash-out for buildings.	Not Applicable	Not Applicable	Not Applicable	Indirect incentive to use transit??									No
10-d	Implement TDM strategy: study the feasibility of establishing a transportation management association.	Not Applicable	Not Applicable	Not Applicable	Indirect incentive to use transit??									No
10-e	Implement TDM strategy: expand Access to existing carpool and vanpool programs.	Not Applicable	Not Applicable	Not Applicable	Indirect incentive to use transit??									No
10-f	Implement TDM strategy: promote shared use parking with private garages and lots on nights and weekends.	Not Applicable	Not Applicable	Not Applicable	Not applicable									No
10-g	Implement TDM strategy: explore adjustments to some of the RPZ permit programs to help maintain residential parking supply.	Not Applicable	Ravenna, other residential neighborhoods in	Not Applicable	Not applicable									No
10-h	Carry out the UW's commitment to manage trip generation with parking price control.	Not Applicable	Within U-District	Not Applicable	yes - Since U-Pass program is significant contributor to transit ridership in area.									No
10-l	Develop safety education, training, and public awareness programs to promote pedestrian and bicycle safety.	Yes - Pedestrian and Bicycle facilities improvement	Not Applicable	Makes intermodal connections, removes barrier of lack of information	Not applicable									No
10-j	Conduct a comprehensive wayfinding study for the University area to direct pedestrians, bicyclists and transit riders to major destinations.	Yes - Pedestrian facility improvement	Within U-District	Intermodal connections	Not applicable	Support Urban Center Goals								No
11-a	Extend the eastbound on-ramp merge point into the mainline toward the east to increase vehicle storage space. Connect the extended ramp with the unused ramp designed for	Not Applicable	Eastside on SR 520, north-south along Montlake		Reduces transit travel time	Not applicable				Reduction of queue lengths from SR 520 will improve LOS on			Have to build a structure on water	Undetermined at this level of analysis.
11-b	Add a northbound on-ramp to the existing lane to form two-lane on-ramp at the I-5/ NE 45th St. interchange.	Not Applicable	Northbound on I-5	Removes on-ramp barrier?	Reduces transit travel time	Not applicable, Transit??				Reduction of queue lengths from I-5 will improve LOS on NE				Undetermined at this level of analysis.
11-c	Designate a southbound lane on 5th Ave NE without on-street parking. Redesign the on-ramp.	Not Applicable	Southbound on I-5, east-west on NE 45th		Reduces transit travel time	Not applicable. Transit??				Reduction of queue lengths from I-5 will improve LOS on NE				Loss of on-street parking on 5th Ave NE, narrow access
11-d	Extend the northbound U-turn lane at Hamlin St on Montlake Blvd to increase vehicle storage capacity.	Not Applicable	Eastside on SR 520	Intermodal connection to transit station	Not applicable	Not applicable					Improves flow on NB Montlake Blvd.			No
11-e	side of I-5 at the I-5/ SR 520 interchange and eliminate the existing left side off-ramp in the I-5/SR 520 interchange.	Not Applicable	Southbound on I-5, east-west on SR 520		Not applicable	Not applicable. Transit??					Improves flow on I-5			Undetermined at this level of analysis.

University Area Transportation Study						Estimated Planning Level Cost Estimates		
October 29, 2001		Implementation Feasibility		Community Support				
Project Number		Physical Limitations	Financial Limitations	Consistent with Neighborhood Plans	Feedback from Community		Comment	Preliminary Priority
10-c	Implement TDM strategy: parking cash-out for buildings.		Medium cost				Cost is not for capital but for staff.	Short term/High priority
10-d	Implement TDM strategy: study the feasibility of establishing a transportation management association.		Medium cost				Cost is not for capital but for staff.	Short term/High priority
10-e	Implement TDM strategy: expand Access to existing carpool and vanpool programs.		Medium cost				Cost is not for capital but for staff.	Short term/High priority
10-f	Implement TDM strategy: promote shared use parking with private garages and lots on nights and weekends.		Medium cost				Cost is not for capital but for staff.	Short term/High priority
10-g	Implement TDM strategy: explore adjustments to some of the RPZ permit programs to help maintain residential parking supply.		Medium cost				Cost is not for capital but for staff.	Short term/High priority
10-h	Carry out the UW's commitment to manage trip generation with parking price control.		Low cost for the City				Need to negotiate with UW	Short term/High priority
10-l	Develop safety education, training, and public awareness programs to promote pedestrian and bicycle safety.		Medium cost				Cost is not for capital but for staff.	Short term/High priority
10-j	Conduct a comprehensive wayfinding study for the University area to direct pedestrians, bicyclists and transit riders to major destinations.		Medium cost				Cost is not for capital but for staff. Build upon Downtown Wayfinding Study	Short term/High priority
11-a	Extend the eastbound on-ramp merge point into the mainline toward the east to increase vehicle storage space. Connect the extended ramp with the unused ramp designed for		High cost				The concept may not be compatible with Trans-Lake.	Long term/High priority
11-b	Add a northbound on-ramp to the existing lane to form two-lane on-ramp at the I-5/ NE 45th St. interchange.	Need to extend the on-ramp merge taper angle but may	Medium cost				Potential improvement to be implemented by WSDOT in the I-5 project.	Long term/High priority
11-c	Designate a southbound lane on 5th Ave NE without on-street parking. Redesign the on-ramp.		High cost				Potential improvement to be implemented by WSDOT in the I-5 project.	Long term/High priority
11-d	Extend the northbound U-turn lane at Hamlin St on Montlake Blvd to increase vehicle storage capacity.		Medium cost				The landscaped median will be reduced.	Medium term/High priority
11-e	Extend the eastbound on-ramp merge point into the mainline toward the east to increase vehicle storage space. side of I-5 at the I-5/ SR 520 interchange and eliminate the existing left side off-ramp in the I-5/SR 520 interchange.		High cost				This is consistent with the concepts planned in the TransLake Study.	Long term/High priority